













## The Tribune.

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are under obligations to redeem the pledge embodied in the excellent ticket nominated a week ago. Mayor HAZARD's veto is a Republican measure, and ought to be sustained as such by every Republican Alderman. There remain eleven days in which to pass an ordinance within the first quarter of the fiscal year as required by the charter—ample time for agreeing upon a list of appropriations for the Mayor and the taxpayers will approve.

The Democratic and Republican Congressional caucuses were held last evening, and candidates for Speaker and Clerk of the House which organizes to-day were agreed upon. The Democrats nominated SAMUEL J. RANDALL for Speaker and GEORGE M. ADAMS for Clerk, and the Republicans will vote for GEN. GARFIELD for Speaker and J. N. KANE, the colored ex-Congressman from South Carolina, for Clerk. The resolution of Mr. RANDALL to the Speakership is apparently secured, as it is expected that the Democratic Clerk will see to it that the roll contains a sufficient number of Democrats to make sure of controlling the organization. Their caucus nominations will be supported without a break, and elected without doubt. The Republican policy with reference to the extra session was distinctly set forth in a resolution, adopted by the caucus, pledging the minority to resist the combination of partisan measures with the appropriation bills, and to vote for the latter only when unburdened with political considerations.

**CONGRESS AND THE PRESIDENT.**  
 Congress will convene in extra session to-day. This extra session, which will cost the country first and last millions of dollars, was made necessary by the refusal of the last Congress to vote supplies for the support of the Legislative, Executive, and judicial branches of the Government and the army. It was the Democratic House which refused these supplies. The Democrats desired the repeal of two laws to which the Republicans, in control of the Senate, would not consent. One is the law for the protection of Congressional and Presidential elections from fraud and violence; the other, a law providing for the presence of troops to preserve peace in the event of an outbreak at election-time. The Democrats made no effort to repeal these laws as an independent legislative measure, but attached the proposed repeals to the appropriation bills we have mentioned, giving notice at the same time to the Republican majority in the Senate that they would refuse to vote the supplies unless the proposed repeals were passed as parts of the appropriation bills. The Republican Senate refused to submit to this coercive policy, and the Democratic House forced the extra session, as it threatened to do.

In the present Congress the Democrats will have a working majority in both House and Senate. They have it in their power, therefore, to pass the retained appropriation bills with the proposed repeals as "riders" or "tenders." These bills will then go to the President, who will probably be governed by the same patriotic purpose as was the Senate of the last Congress, and who, in that case, will veto them. The bills will then go back to Congress, and cannot be passed over the President's veto except by two-thirds majority in both Houses. But the Democrats cannot command a two-thirds majority for a strictly partisan and wholly unjust measure in either House. It will then be for them to determine whether they will pass the appropriation bills without the extraneous and objectionable political attachments or adjourn without providing the Government with supplies after July 1, next. If the Democrats adhere to the policy of the last Congress, as they threaten, then they will refuse to vote the supplies, but will appeal to the country for approval or disapproval at next year's election, leaving the Government in the meanwhile to the charity of those who may be willing to contribute voluntarily to its support, so far as its executive, judicial, legislative, and military branches are concerned.

It will be seen from this plain, matter-of-fact statement of the case, that the Democrats are responsible (1) for the extra session, and (2) for the threatened suspension of the Government for want of supplies. The excuse for this extraordinary conduct is the failure of a faction in Congress to override a coordinate branch of the Government and nullify its constitutional powers. The Senate, in the last Congress, had a perfect right to refuse to concur in legislation that was obnoxious to it; but such refusal did not give the House the right to cut off supplies for the support of the Government. The President will have the constitutional right to veto any appropriation bill which carries with it political legislation that he cannot conscientiously approve; but such veto will give Congress the right to re-pass supplies for the support of the Government when it cannot pass appropriation bills, thus loaded down, over the Executive veto. It was an outrage upon the people to force an extra session as a possible means of carrying through political legislation which failed in the last Congress; but it will be revolutionary to block the wheels of Government altogether because a faction which is not supreme cannot work out its projects.

When this issue was discussed in the last Congress, Mr. THURMAN undertook to justify the Democratic bill by English precedents in which the Government has cut off supplies as a means for compelling Royal assent in the popular will. But Messrs. MATTHEWS, CONKLING, BLAINE, and HOAR clearly illustrated the difference between the American system and the English system, either past or present. In former times, when the English monarch was more absolute than now, the refusal of the Commons to vote supplies was the only defense against Royal encroachment upon popular rights, for the monarch, a hereditary ruler, in no wise represented the people and could only be made to feel the power of the people through his purse. The American President, on the other hand, is elected by the people, as Congress is, and is intrusted by the Constitution with certain co-ordinate powers with the Legislature. Among these is the veto-power. It is actually equal to about fifty votes in the House of Representatives and fifteen votes in the Senate, for it represents the difference between one-half and two-thirds of Congress. A single vote more than one-half of the House, and the same in the Senate concurring, can pass a bill, but it requires more than two-thirds of both Houses to set aside the veto. In attaching political legislation to the appropriations, and then refusing to vote supplies when the President insists upon these "orders" being dropped, Congress undertakes to nullify the President's prerogative, and defy the people to the extent that the President represents the people. It would not be any more revolutionary for the President to return unnumbered appropriation bills with a notice of assent which he would not sign than

unless Congress would attach to them certain political legislation which he had recommended in his annual message. Yet if a President were to attempt any high-handed proceeding of this kind there would be an outcry against usurpation that would shake the Government to the very foundation.

The difference between the present British system and our own is equally marked. In Great Britain the process for testing the popular strength of any given measure is by a contest between the Commons and the Ministry. When the House refuses to vote supplies, the Ministry appeals to the country immediately; then the people elect a House that will comply with the demands of the Ministry, or they re-elect an opposition House and the Ministry resigns. In this manner the conflict is satisfactorily settled, and the supplies voted. Without discussing the relative merits of the two systems, it is sufficient to note the differences. Our laws provide only for a periodical appeal to the country. The President is elected for four years and vested with certain powers as a representative of the people during that period. If, during that time, Congress endeavors to break down the Government by refusing to vote supplies, because the President will not attach certain Republican and partisan measures to those bills, there is no doubt that the Republican party, if it should seek to sustain him, would suffer overwhelming defeat at the hands of the people in the next general election. But this is precisely what the Democrats are endeavoring to do with the help of a partisan majority in Congress; it proposes to coerce the President to abandon his prerogative and his proportionate representation of the people, or to leave the Government without supplies. The American people cannot afford to approve of any such proceeding, whatever the issue may be.

**AN ENGLISH VIEW OF THE AMERICAN CAUCUS.**  
 The American correspondent of the London Times has been enlightening that paper upon the beauties of our political caucus system by showing how the machine works at primary elections in Philadelphia, and sends three columns of matter, which is supplemented by a two-column editorial comment upon the information which he furnishes. At this distance from Philadelphia, some of the information which he supplies will undoubtedly be new and interesting to our readers. For some time past the Republican party in that city has been divided into two factions, the "White Hats" and "Black Hats," the former led by an ex-Sheriff, and the other by a shrewd Irishman. To these there has subsequently been added a third faction, eager to hold a balance of power, called the "Slouch Hats." Upon all occasions of conventions or important primary elections these factions appear in hat of the style indicated by their titles. The primary meetings are held on the second Tuesday in January, and on that day every Republican politician in the city trained under one of the three hats. "As the Mayor sympathized with one faction, the Mayor's



























**FINANCIAL.**

# TO STOCK DEALERS.

The old banking-house of Howes & Company,  
& Wall-st., New York.

Has a stock department, and a member of the Stock Exchange is constant attention to execute any orders for the purchase or sale of stocks on a margin of 5 per cent. Opportunities for handsome profits are constantly occurring. Our senior partner, J. W. Howes, has had twenty-five years experience in the business, ten years President of the Park Bank, ten years in the old firm of Howes & Maccoy, and ten years with Howes & Company.

any. He will give his careful and personal attention to all orders, and if desired will use the discretion which he has to buy and sell. **ORDERS SOLICITED.**

**NOTICE.**

**TREASURY DEPARTMENT.**  
**OFFICE OF THE COMPTROLLER OF THE CURRENCY,**  
WASHINGTON, D. C., April 24, 1878.

Notice is hereby given to all persons who may have claims against the German National Bank, of which the said bank is the president, to James M. Flower, Receiver, at Chicago, Illinois, with the legal proof thereof, within three months from this date of their being disallowed.

J. J. JENKINS,  
Comptroller of the Currency.

**RAILROAD TIME TABLE.**

## ARRIVAL AND DEPARTURE OF TRAINS.

EXPLANATION OF REFERENCE MARKS.—†Saturday excepted. \*Sunday excepted. †Monday excepted. ‡Daily.

### CHICAGO & NORTHWESTERN RAILWAY.

Fickett Office, 62 Clark st. (Sherman House) and at the depot.

	Leave.	Arrive.
Pacific Fast Line.		
St. Louis City & Yankton.	10:30 a.m.	3:40 p.m.
Dubuque Day Ex. via Clinton.	10:30 a.m.	3:40 p.m.
Dubuque Night Ex. via Clinton.	10:30 a.m.	3:40 p.m.
Omaha Night Express.	9:15 p.m.	7:00 a.m.
St. Louis City & Yankton.	9:15 p.m.	7:00 a.m.

Train	Dep.	Arr.	Train	Dep.	Arr.
Freeport, Rock & Dubuque	10:18 a.m.	10:18 p.m.	Freeport, Rock & Dubuque	10:18 a.m.	10:18 p.m.
Milwaukee Fast Mail	8:00 a.m.	4:00 p.m.	Milwaukee Fast Mail	8:00 a.m.	4:00 p.m.
Freeport, Rock & Dubuque	10:18 a.m.	10:18 p.m.	Freeport, Rock & Dubuque	10:18 a.m.	10:18 p.m.
Milwaukee Express	8:30 a.m.	4:00 p.m.	Milwaukee Express	8:30 a.m.	4:00 p.m.
Milwaukee Passenger	9:00 a.m.	10:20 a.m.	Milwaukee Passenger	9:00 a.m.	10:20 a.m.
Green Bay Express (daily)	9:00 a.m.	6:45 a.m.	Green Bay Express (daily)	9:00 a.m.	6:45 a.m.
St. Paul & Minneapolis Express	10:00 a.m.	4:00 p.m.	St. Paul & Minneapolis Express	10:00 a.m.	4:00 p.m.
St. Paul & Minneapolis Express	10:00 a.m.	7:30 a.m.	St. Paul & Minneapolis Express	10:00 a.m.	7:30 a.m.
The Cross Express	9:00 p.m.	7:30 a.m.	The Cross Express	9:00 p.m.	7:30 a.m.
The Cross Express	9:00 p.m.	7:30 a.m.	The Cross Express	9:00 p.m.	7:30 a.m.
Wisconsin & New Ulm	9:00 p.m.	4:00 p.m.	Wisconsin & New Ulm	9:00 p.m.	4:00 p.m.
Marquette Express	9:00 p.m.	8:45 a.m.	Marquette Express	9:00 p.m.	8:45 a.m.
Freeport, Rock & Dubuque	10:18 a.m.	10:18 p.m.	Freeport, Rock & Dubuque	10:18 a.m.	10:18 p.m.
Fulland from Lac. via Janesville	4:43 a.m.		Fulland from Lac. via Janesville	4:43 a.m.	

Fulland Hotel Cars are run through between Chicago and Council Bluffs on the train leaving Chicago 10:30 a.m.

and does not pull Fulland or any other form of

**CHICAGO, BURLINGTON & QUINCY RAILROAD.**  
Depots foot of Lake-st., Indiana-av. and Sixteenth-st.,  
and Canal and Sixteenth-sts. Ticket Office, 50 Clark-  
st. and at depots.

	Leave.	Arrive.
London & Galesburg Express ..	7:25 a m	2:52 p m
St. Louis & St. Paul Express ..	7:30 a m	3:00 p m
St. Paul & Chicago Express ..	7:35 a m	3:05 p m
St. Paul & Chicago Express ..	7:40 a m	3:10 p m
St. Paul & Chicago Express ..	7:45 a m	3:15 p m
St. Paul & Chicago Express ..	7:50 a m	3:20 p m
St. Paul & Chicago Express ..	7:55 a m	3:25 p m
St. Paul & Chicago Express ..	8:00 a m	3:30 p m
St. Paul & Chicago Express ..	8:05 a m	3:35 p m
St. Paul & Chicago Express ..	8:10 a m	3:40 p m
St. Paul & Chicago Express ..	8:15 a m	3:45 p m
St. Paul & Chicago Express ..	8:20 a m	3:50 p m
St. Paul & Chicago Express ..	8:25 a m	3:55 p m
St. Paul & Chicago Express ..	8:30 a m	4:00 p m
St. Paul & Chicago Express ..	8:35 a m	4:05 p m
St. Paul & Chicago Express ..	8:40 a m	4:10 p m
St. Paul & Chicago Express ..	8:45 a m	4:15 p m
St. Paul & Chicago Express ..	8:50 a m	4:20 p m
St. Paul & Chicago Express ..	8:55 a m	4:25 p m
St. Paul & Chicago Express ..	9:00 a m	4:30 p m
St. Paul & Chicago Express ..	9:05 a m	4:35 p m
St. Paul & Chicago Express ..	9:10 a m	4:40 p m
St. Paul & Chicago Express ..	9:15 a m	4:45 p m
St. Paul & Chicago Express ..	9:20 a m	4:50 p m
St. Paul & Chicago Express ..	9:25 a m	4:55 p m
St. Paul & Chicago Express ..	9:30 a m	5:00 p m
St. Paul & Chicago Express ..	9:35 a m	5:05 p m
St. Paul & Chicago Express ..	9:40 a m	5:10 p m
St. Paul & Chicago Express ..	9:45 a m	5:15 p m
St. Paul & Chicago Express ..	9:50 a m	5:20 p m
St. Paul & Chicago Express ..	9:55 a m	5:25 p m
St. Paul & Chicago Express ..	10:00 a m	5:30 p m
St. Paul & Chicago Express ..	10:05 a m	5:35 p m
St. Paul & Chicago Express ..	10:10 a m	5:40 p m
St. Paul & Chicago Express ..	10:15 a m	5:45 p m
St. Paul & Chicago Express ..	10:20 a m	5:50 p m
St. Paul & Chicago Express ..	10:25 a m	5:55 p m
St. Paul & Chicago Express ..	10:30 a m	6:00 p m
St. Paul & Chicago Express ..	10:35 a m	6:05 p m
St. Paul & Chicago Express ..	10:40 a m	6:10 p m
St. Paul & Chicago Express ..	10:45 a m	6:15 p m
St. Paul & Chicago Express ..	10:50 a m	6:20 p m
St. Paul & Chicago Express ..	10:55 a m	6:25 p m
St. Paul & Chicago Express ..	11:00 a m	6:30 p m
St. Paul & Chicago Express ..	11:05 a m	6:35 p m
St. Paul & Chicago Express ..	11:10 a m	6:40 p m
St. Paul & Chicago Express ..	11:15 a m	6:45 p m
St. Paul & Chicago Express ..	11:20 a m	6:50 p m
St. Paul & Chicago Express ..	11:25 a m	6:55 p m
St. Paul & Chicago Express ..	11:30 a m	7:00 p m
St. Paul & Chicago Express ..	11:35 a m	7:05 p m
St. Paul & Chicago Express ..	11:40 a m	7:10 p m
St. Paul & Chicago Express ..	11:45 a m	7:15 p m
St. Paul & Chicago Express ..	11:50 a m	7:20 p m
St. Paul & Chicago Express ..	11:55 a m	7:25 p m
St. Paul & Chicago Express ..	12:00 p m	7:30 p m
St. Paul & Chicago Express ..	12:05 p m	7:35 p m
St. Paul & Chicago Express ..	12:10 p m	7:40 p m
St. Paul & Chicago Express ..	12:15 p m	7:45 p m
St. Paul & Chicago Express ..	12:20 p m	7:50 p m
St. Paul & Chicago Express ..	12:25 p m	7:55 p m
St. Paul & Chicago Express ..	12:30 p m	8:00 p m
St. Paul & Chicago Express ..	12:35 p m	8:05 p m
St. Paul & Chicago Express ..	12:40 p m	8:10 p m
St. Paul & Chicago Express ..	12:45 p m	8:15 p m
St. Paul & Chicago Express ..	12:50 p m	8:20 p m
St. Paul & Chicago Express ..	12:55 p m	8:25 p m
St. Paul & Chicago Express ..	1:00 p m	8:30 p m
St. Paul & Chicago Express ..	1:05 p m	8:35 p m
St. Paul & Chicago Express ..	1:10 p m	8:40 p m
St. Paul & Chicago Express ..	1:15 p m	8:45 p m
St. Paul & Chicago Express ..	1:20 p m	8:50 p m
St. Paul & Chicago Express ..	1:25 p m	8:55 p m
St. Paul & Chicago Express ..	1:30 p m	9:00 p m
St. Paul & Chicago Express ..	1:35 p m	9:05 p m
St. Paul & Chicago Express ..	1:40 p m	9:10 p m
St. Paul & Chicago Express ..	1:45 p m	9:15 p m
St. Paul & Chicago Express ..	1:50 p m	9:20 p m
St. Paul & Chicago Express ..	1:55 p m	9:25 p m
St. Paul & Chicago Express ..	2:00 p m	9:30 p m
St. Paul & Chicago Express ..	2:05 p m	9:35 p m
St. Paul & Chicago Express ..	2:10 p m	9:40 p m
St. Paul & Chicago Express ..	2:15 p m	9:45 p m
St. Paul & Chicago Express ..	2:20 p m	9:50 p m
St. Paul & Chicago Express ..	2:25 p m	9:55 p m
St. Paul & Chicago Express ..	2:30 p m	10:00 p m
St. Paul & Chicago Express ..	2:35 p m	10:05 p m
St. Paul & Chicago Express ..	2:40 p m	10:10 p m
St. Paul & Chicago Express ..	2:45 p m	10:15 p m
St. Paul & Chicago Express ..	2:50 p m	10:20 p m
St. Paul & Chicago Express ..	2:55 p m	10:25 p m
St. Paul & Chicago Express ..	3:00 p m	10:30 p m
St. Paul & Chicago Express ..	3:05 p m	10:35 p m
St. Paul & Chicago Express ..	3:10 p m	10:40 p m
St. Paul & Chicago Express ..	3:15 p m	10:45 p m
St. Paul & Chicago Express ..	3:20 p m	10:50 p m
St. Paul & Chicago Express ..	3:25 p m	10:55 p m
St. Paul & Chicago Express ..	3:30 p m	11:00 p m
St. Paul & Chicago Express ..	3:35 p m	

Powers Passenger	* 6:30 pm	* 8:55 am
Lovers Grove Accommodation	* 6:30 pm	* 9:05 am
Omaha Express	* 7:00 pm	* 7:15 am
Omaha Night Express	* 7:05 pm	* 6:55 am
Chicago & Pacific Express	* 7:05 pm	* 6:55 am
Omaha Fast Express	* 7:05 pm	* 6:55 am
Chicago & Pacific Express	* 7:05 pm	* 6:55 am
Fullman Palace Dining Car and Fullman 16-wheel sleeping cars are run between Chicago and Omaha on the Pacific Route.		

**CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.**  
 Ticket office, corner of Van Buren and Sherman-sts. City  
 Ticket Office, 35 Clark-st., Sherman House.

	Leave.	Arrive.
Davenport Express	7:50 am	7:55 pm
Omaha Express	10:30 am	3:40 p.m.
Davenport & Atchison Expts	10:30 am	3:40 p.m.

ue Express.....	10:00 m	6:29 a.m.
ue Island Accommodation.....	8:55 a.m.	6:40 a.m.
ue Island Accommodation.....	8:40 a.m.	7:10 a.m.
ue Island Accommodation.....	12:20 p.m.	9:10 a.m.
ue Island Accommodation.....	4:15 p.m.	1:00 p.m.
ue Island Accommodation.....	8:40 a.m.	4:24 p.m.
ue Island Accommodation.....	7:10 p.m.	6:30 p.m.
ue Island Accommodation.....	11:30 p.m.	7:10 p.m.
ue Island Accommodation.....	8:40 a.m.	7:05 p.m.

Saturdays and Thursdays only. † Sundays only.

**CHICAGO, ALTON & ST. LOUIS, AND CHICAGO, KANSAS CITY & DENVER SHORT LINES.**

Union Depot, West Side, near Madison st. bridge, and Twenty-third st. Ticket Office, 122 Randolph st.

	Leave.	Arrive.
Chicago City & Denver Fast Ex.....	*12:30 p.m.	* 3:35 p.m.

St. Louis, Springfield & Texas...	9:00 a.m.	7:00 p.m.
St. Louis & New Orleans Express...	9:00 a.m.	7:00 p.m.
St. Louis, Springfield & Texas...	9:00 p.m.	7:30 a.m.
St. Louis, Burlington & East Express...	9:00 a.m.	3:45 p.m.
St. Louis & Keokuk Express...	9:00 a.m.	3:45 p.m.
St. Louis & Paducah R. R. Ex. ...	9:00 a.m.	3:30 p.m.
St. Louis, Lacon, Washington & Tex. ...	12:30 p.m.	3:10 p.m.
Hotel & Dwight Accommodation ...	5:00 p.m.	3:30 a.m.

**CHICAGO, MILWAUKEE & ST. PAUL RAILWAY**

Express Depot, corner Madison and Canal-sts. Tickets  
 on sale at South Clark-st., opposite Sherman House,  
 and at depot.

	Leave.	Arrive.
St. Lawrence Express...	7:55 a.m.	7:45 p.m.
St. Lawrence & Minnesota, Green Bay, and Menasha through Day	10:10 a.m.	4:40 p.m.

	Leave.	Arrive.
Louis Express.....	6:30 a. m.	6:45 p. m.
Louis & Year Line.....	8:30 p. m.	6:30 a. m.
ro & New Orleans Express.....	8:30 a. m.	6:45 p. m.

Austin & Texas Express.....	\$2.80 p.m.	6:30 a.m.
Burlington Express.....	7:00 a.m.	9:45 a.m.
Daily Night Express.....	8:50 p.m.	6:30 a.m.
Indiana, Burlington & Knoxville Express.....	8:30 a.m.	6:45 p.m.
Knoxville & Cincinnati Ex- press.....	8:30 a.m.	6:45 p.m.
Louisiana & St. Louis Ex- press.....	10:00 a.m.	3:20 p.m.
Louisiana & St. Louis City Ex- press.....	9:30 p.m.	6:30 a.m.
Mexican Passenger.....	10:00 a.m.	9:25 a.m.

On Saturday night runs to Centralia only.  
On Saturday night runs to Peoria only.

### MICHIGAN CENTRAL RAILROAD.

Foot, foot of Lake-st., and foot of Twenty-second-st.  
Ticket Office, 67 Clark-st., southeast corner of Raun-  
feld's, Grand Pacific Hotel, and at Palmer House.

	Leave.	Arrive.
(Via Main and Air Line).....	7:00 a.m.	8:55 a.m.

Express.....	4:00 p.m.	10:30 a.m.
Express (daily).....	5:15 p.m.	8:00 a.m.
Int. Express.....	7:00 p.m.	12:45 a.m.

**TSURUGI, PT. WAYNE & CHICAGO TICKET OFFICE.**  
 Ticket Office, 314 Madison St., Clark St., Palmer House, Grand Pacific Hotel.

Leave.	Arrive.
Express.....	8:30 a.m. 7:30 p.m.
Express (daily).....	9:15 p.m. 8:00 a.m.
Int. Express.....	9:10 p.m. 6:00 a.m.

**BALTIMORE & OHIO.**  
 Ticket Office, 314 Madison St., Clark St., Palmer House, Grand Pacific Hotel.

	Leave.	Arrive.
Express	8:50 a.m.	5:40 a.m.
Mail	9:40 p.m.	7:05 p.m.

**LAKE SHORE & MICHIGAN SOUTHERN.**

	Leave.	Arrive.
Mail-Old Line	7:35 a.m.	7:40 p.m.
Port & Boston Special Ex.	9:00 a.m.	7:40 p.m.
Express (daily)	5:15 p.m.	8:00 a.m.
Express	10:30 p.m.	5:40 a.m.

**PITTSBURG, CINCINNATI & ST. LOUIS R. R.**  
 (Cincinnati Air Line and Kokomo Line)  
 Dep. corner of Clinton and Carroll s.s., West Side.

	Leave.	Arrive.
Annatt, Indianapolis, Louisville, Columbus & East Day		
Express.....	8:40 a m	8:10 p m
Night Express.....	8:00 p m	7:10 a m

**KANKAKEE LINE.**

ot, foot of Lake st. and foot of Twenty-second st.

	Leave.	Arrive.
Annatt, Indianapolis & Louisville Day Express.....	8:40 a m	8:00 p m
Night Express.....	8:00 p m	7:00 a m

**CHICAGO & EASTERN ILLINOIS RAILROAD.**

Offices, 77 Clark st., 125 Dearborn-st., and De-  
 pot, corner Clinton and Carroll-sts.  

	Leave.	Arrive.
Mail.....	* 9:00 a.m.	* 9:20 p.m.
St. Louis & Florida Express.....	* 7:30 p.m.	* 7:15 a.m.

**MISCELLANEOUS.**

**CURE!! DR. KEAN,**  
**PAY!!**  
 173 South Clark-st., Chicago.  
 Treat personally or by mail, free of charge, on all  
 skin, nervous, or special diseases. Dr. J. Kean is  
 the physician in the city who warrants cure or no pay.

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Everybody from Atlantic to  
the Pacific has heard of him  
in treating all Chronic, Nervous and Special  
cases of men and women. Every branch used  
was to the profession, including Electricity,  
and two stamps for "Guide to Health." Office  
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**PRESCRIPTION FREE.**  
The speedy cure of Seminal Weakness, Lost  
Sperm, and all disorders brought on by in-  
temperance, or anything that the ingredients  
of this medicine will cure. **OLIN & CO., 130 West State St., Cincinnati, Ohio.**



